













## POWELL'S

HAVE A COLLECTION OF  
**CUSHIONS**  
TO SUIT EVERY TASTE.Embroidered Silk,  
Corded Silk,  
Tapestry,  
Corded and Frilled.  
Printed Cotton in Art Designs,  
Embroidered Linen Crash,  
VARIOUS COLOURS.  
Embroidered Canvas,  
Frilled and Hemstitched,  
Cambric and Muslin,  
AND  
Washing Cretonne.**A. S. WATSON**  
& Co., Ltd.

ESTABLISHED A.D. 1841.

## CHEMISTS

BY APPOINTMENT TO HIS  
EXCELLENCY THE GOVERNOR.

The

Hongkong

Tai Yuek Fong

## HAIR WASH

This elegant Toilet Requisite  
combines the properties of  
A RESTORER, POMADE, AND  
WASH.AS A RESTORER,  
Nutritive and Strengthening.AS A POMADE,  
Not a Grease, but acting as  
such.AS A WASH,  
Cooling, Cleansing, and Agree-  
able.WATSON'S  
**SHAMPOO**  
**POWDERS**For making a delightfully per-  
fumed Egg Julep for Washing  
the Hair.**A. S. WATSON & CO.,**  
LIMITED.THE HONGKONG DISPENSARY  
AND KOWLOON DISPENSARY.**VICTORIA CINEMATOPH.**  
PREMIER HALL OF THE COLONY,  
DEA VOUX ROAD CENTRAL,  
(Corner of Pottinger Street).Performances 7.15 to 9 and  
9.15 to 11.15 p.m.GRAND SUCCESS  
of the Eminent Soprano  
**MISS MAGGIE FRASER.**AND THE JOVIAL ANTHEM  
**MASTER PERCY**  
and the celebrated Artists  
**HOWARD and LEE.**GRAND MATINEES  
SATURDAYS & SUNDAYS, at 4.30 p.m.  
REDUCED PRICES.NO HOME  
IS COMPLETE

WITHOUT A VICTOR

\$10 PER MONTH

WILL PURCHASE ONE.

A STOCK OF  
**200 Machines**

and

**10,000 Records**

TO SELECT FROM.

**S. MOUTRIE & Co., Ltd.**

Hongkong, April 15, 1907.

## MEMOS FOR TO-MORROW.

Meetings.

11.30 a.m.—Meeting of Green Island

Committee, Ltd., at Co.'s Office.

Noon—Meeting of Geo. Fenwick &amp; Co.,

Ltd., at Co.'s Office.

12.30 p.m.—Meeting of National Bank

of China, Ltd., at Bank Office.

Auction.

2.30 p.m.—Auction of High-class Jewell-

ery at Messrs Hughes &amp; Hough's

Sales Rooms.

## General Memoranda.

TUESDAY, March 22.—

2.45 p.m.—Auction of Household Furni-

ture at No. 5, Victoria View, Kow-

loon.

WEDNESDAY, March 23.—

2.45 p.m.—Auction of Household Furni-

ture at No. 3, Canton Villas, Kowloon.

2.30 p.m.—Auction of Household Furni-

ture, etc., at Messrs Hughes &amp; Hough's

Sales Rooms.

THURSDAY, March 24.—

11 a.m.—Meeting of the China Sugar

Refining Co., Ltd., at Messrs Jardine,

Matheson &amp; Co.'s Office.

11.30 a.m.—Meeting of Luzon Sugar

Refining Co., Ltd., at Messrs Jardine,

Matheson &amp; Co.'s Office.

## The China Mail.

HONGKONG, FRIDAY, MARCH 18, 1910.

## FIGHTING FROM AIRSHIPS.

PRESIDENT TAFT is said to have abandoned all hope of ever riding on an aeroplane, and, perhaps, considering its massive proportions, it is not surprising. But other men are far more sanguine. Before long, according to the continental papers, the German army will be thoroughly equipped with an aeronautic section to every division. Indeed, it is Kaiser Wilhelm's wish that all his younger officers should become practically acquainted with aeroplanes or other flying machines and arrangements to be made for facilitating their endeavours to attain some degree of perfection in the art of flying through the air. Even in England a larger sum than ever is set aside in this year's army estimates for the purposes of officers studying aeronautics, and hopes are being expressed that though as a nation we have started late in the race we shall not be long in catching up with our Continental neighbours.

Yet the future of the aeroplane is by no means definitely assured, neither would it be right to credit it with too great a potentiality for destructiveness at the present stage of its development. Indeed, the idea that such places as London, Paris, Berlin, or any other City, could be wrecked by explosives dropped from a flying machine, is characterised by Mr. HUDSON MAXIM, the inventor, as "the offering of childish ignorance."

Mr. HUDSON MAXIM (who is a brother of Sir HIRSH MAXIM) is one of the best accredited authorities in America, in the department of high explosives, and in a recent address which he gave before the Brooklyn Aeronautical Association, he asserted that the time had arrived when trashy ideas about aeroplanes and dynamite, with which the

public mind in Europe and the United States is saturated, should be dissipated. Airships and aeroplanes would, naturally, have their place in the warfare of the future, but in the meantime airships and aeroplanes are, he said, "ineffective and would require vast improvement as regards dropping bombs, or dynamite in sufficient quantities to damage a big city." According to Mr. MAXIM we cannot make a high explosive which shall be so powerful and destructive when employed in aerial bombs, as to fulfil the expectations and predictions of aerial war prophets. Flying machines will never be able to work wide destruction by dropping explosives from the air. Even large quantities of high explosives dropped from an aerial fleet upon battleships, coast fortifications, or the streets of large cities, would not be widely destructive. War vessels might have their structures slightly damaged, or their decks bent a bit. Holes would be blown in the paved areas of coast fortifications, and small breaches would be blown in earthworks. The few men happening to be in the vicinity of the explosion might be killed, both on warships and coast fortifications, but nothing like the havoc predicted would be caused. In fact, bombs carrying several hundred pounds each of high explosive might be dropped in the streets of large cities, and on the tops of high buildings without causing more mischief than "killing a few persons, breaking a lot of glass, and damaging a few roofs."

It is really very reassuring to have this opinion from a very competent authority, but it will only stimulate military efforts, we imagine, to devise a machine which shall be able to render effective service in time of war.

## NEWS OF THE DAY.

Mrs. Cheung, of Ice House Lane, has a capital assortment of photographs taken at the University foundation stone-laying ceremony.

A St. Petersburg message states that Montenegro, following the example of Bulgaria, will shortly form itself into a kingdom.

As a result of an entertainment given by the Alliance Française, Yokohama has been able to remit three thousand francs to Paris in aid of the flood relief fund.

It is understood that the British Government will erect, on the marshes in the River Medway opposite to Chatham, storage accommodation for oil fuel for non-officers.

Messrs. Siemens and Co. send us a big packet containing booklets, cards and fly sheets all extolling the advantages of the Remington typewriter, for which they are agents for South China.

Commenting editorially on a recent action brought by parents against a schoolmaster at Bedford, *The Times* says: "The birth or care in the hands of a modern schoolmaster is never an instrument of torture, though it certain fond and foolish mothers were to have their way it would soon cease to be an effective and salutary agency of discipline."

According to the *Bangkok Daily Mail*, a new syndicate has been formed in Bangkok recently for the purpose of developing the salt industry. It is stated that a concession has been granted for the purpose on the banks of Mekong, where salt is produced in abundance. This will be shipped to Singapore and Hongkong where it will meet with ready sale.

According to official statistics, the number of German colonial companies promoted within the last three years amount to about 200. In 1908 80 companies were promoted in German South-West Africa, of which 70 are diamond mining enterprises. Promoting activity in East Africa has been far less active. Only 46 companies, the object of which is trade and plantation, have been promoted.

Some nineteen members of the new House of Commons may be termed "Colonials," two more than the number returned in 1906. Eight are new members. The gain is on the side of Tariff Reform. The seven Colonials who supported Mr. Balfour during the past four years are now thirteen. On the other side of the House there are four Liberals, from over-seas, one Labour member, and one Nationalist. Six members are Canadians.

## A REMEDY WHICH NEVER FAILS.

DARRERA should be cured without loss of time and by a medicine which like Chamberlain's Colic, Cholera, and Diarrhoea Remedy not only cures promptly but produces no unpleasant after effects. It never fails and is pleasant and safe to take. For sale by all chemists and stores.

## NEWS OF THE DAY.

Our issues of 18th and 17th instants have been entirely sold out and a limited number of copies of the *Overland China Mail* issued to-morrow morning, can be supplied if orders are sent in at once.

The American Consulate-General this morning circulated the following telegram received from the Manila Observatory:—Manila, March 18, 9.45 a.m.—Cyclone, or typhoon E. of Luzon, moving N. or N.N.E.

Lieut.-Col. Bladen, commanding the East Yorkshire Regiment at Fyzabad, India, has been killed by a fall at polo. He was a most capable officer and had just been selected for a Brigade Command in India.

This year has been an excellent year in task, in so far as Siam is concerned. It is stated that more tourists have been floated down to Bangkok, from the beginning of the year up to the present, than has been the case for the last six years.

Owing to the very protracted Chinese administration action daily engaging the attention of the Acting Chief Justice (Hon. Mr. W. R. Davies, K.C.), Mr. Justice Gompertz is proceeding with some of the cases for trial at the Criminal Sessions.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

Mrs. Shu Sheng ... .. \$35

T. T. Sun ... .. 10

A. R. Hassan ... .. 10

According to a Java contemporary, certain Dutch, British and French capitalists intend forming a syndicate under the style of the Plantation d'Extreme Orient. It will be capitalised at two millions of francs, and will be domiciled at the Hague, with branches at Singapore and Batavia. Needless to observe, rubber growing will be the main object.

Messrs. Kelly & Walsh will issue in a few days' time a pamphlet written by Mr. John L. Plummer, of the Hongkong Observatory, dealing with the "Origin of Typhoons." Mr. Plummer, we believe, advances a new theory regarding the beginnings of typhoons, the result of twenty years' study of the problem.

The Chief Registrar of Friendly Societies reports that at the close of 1908 there were 682 Trade Unions upon his register, and that the 684 which furnished statements returned a total membership of 1,971,238, a decrease of 2,322, or 0.118 per cent., as compared with the previous year. Their income amounted to £3,205,941, and the balance of funds at the end of the year was £5,990,632.

The British New Guinea Snowy Range exploring expedition under the leadership of Mr. Goodfellow is meeting with great difficulties from the lack of a steam launch for river transport. The *Sourabaya Handelsblad* hears that 250 guilders a month were offered for the hire of the Government launch belonging to the steamer which took the party over, but the commander of the latter could not close with the offer. It is hoped that the Java Government will do the needful for the expedition.

## ANOTHER ROBBERY AT KOWLOON.

Substitute-Servant Suspected.

Kowloon seems to be the happy hunting ground of robbers these days. The latest story of a robbery is that in which Mr. and Mrs. J. Wilkie, of Kowloon Terrace, were robbed of about £700, including money, two gold presentation watches, one gold curb chain, one gold cable chain, three gold rings, one gold lady's neck chain and trinkets and a gold locket. A number of baubles and other jewellery belonging to Mrs. Wilkie were untouched. Both watches are inscribed, being a gift to Mr. Wilkie from the European staff of the Kowloon Dock on the occasion of his leaving in September, 1905. The locket was a prize won by Mr. Wilkie and is inscribed "J. W." on the back.

## KIDNAPPING A CHILD.

Heavy Sentences.

The Criminal Sessions commenced before Mr. Justice Gompertz, this afternoon with a case in which two natives were charged with kidnapping a child of six years and with harbouring the same with intent to deprive the father of the possession of the child. Prisoners, who were undefended, pleaded not guilty. The Acting Attorney General (Mr. P. A. Henderson) prosecuted on behalf of the Crown, and intimated that he only intended to proceed on the second charge.

The following were sworn in as jurors: Messrs P. D. Sutherland (foreman), F. F. E. de Silva, K. E. E. de Silva, G. de Silva, H. P. de Silva and J. X. de Silva. The Attorney General, in opening, said the child was missed by its father at about 1 p.m. on the 13th inst. from his house in Rutter Street, Victoria. On the 15th at 11.30 a.m. the child was found at 46 Portland Street, Yau-mut, on a bed where the two prisoners were slumbering. The onus was on the prisoners to satisfy the jury as to how they came by the child. The first prisoner had stated that he went to see the second and to have a smoke and found the child there, while the second said he went to the first and found the child with him. Evidence was then called. The jury found both prisoners guilty, and they were each sentenced to five years' imprisonment.

## CRIMINAL SESSIONS.

The Criminal Sessions opened this afternoon and will be continued next week. Altogether there were eight cases on the calendar, embracing 18 prisoners. Details are appended:—

Robbery (5 prisoners).  
Robbery (1 prisoner).  
Kidnapping (1 prisoner).  
Larceny (1 prisoner).  
Conspiracy (3 prisoners).  
Robbery (4 prisoners).  
Robbery (1 prisoner).

## SWEARING BY THE COCK'S HEAD.

How a Case was Settled.

There has been a strange ending to a case between two Chinese at the Court of Summary Jurisdiction. During the week the claim, which was for \$40, came before Mr. Justice Gompertz, but as both men swore very hard and there was no independent evidence, his Lordship found it impossible to arrive at the issue so he decided that it should be by "swearing on the Cock's head." This is a method of taking the oath which the Chinese consider most binding. The custom is that one of the parties goes to a temple and, after the burning of joss sticks and other offerings before the image that his version of the matter in dispute is the true one. A cock fowl is then brought in and decapitated and the man solemnly repeats the oath and adds that if it was his sworn death in so many days as the fowl has done. So much weight do the mere superstitious of the Chinese attach to this custom that an aggrieved party will almost invariably swear by the cock's head, and again and again has a man gone to the temple so to declare but at the last moment has been afraid to do so.

In this instance the plaintiff agreed to allow the matter to be settled in this way, and the case was accordingly again called on this morning.

His Lordship (to be interpreted)—What happened? Did defendant cut off the cock's head?

The interpreter—After receiving your Lordship's directions we went to the temple and the cock's head was cut off.

His Lordship—And defendant swore that he did not owe the money?

The interpreter—Yes, my Lord; he said he did not owe the money.

His Lordship—Well, I give judgment for defendant with costs.

## CONCERT AT ST. PATRICK'S CLUB.

A most interesting and enjoyable concert was held at St. Patrick's Club on Thursday evening in celebration of St. Patrick's Day. A capital programme had been arranged and all the items were of a high-class order, notably the well-known song "Father O'Flynn" by Mr. Crowley, who also did an Irish jig. His subsequent song was "Mother was the mother of us both," also sung by Mr. Crowley. The sword swinging exercise as performed before H. M. The King by Mr. Burgess was greatly admired, and not the least interesting items on the programme were those by the Glen Party. Mr. J. Peel was an efficient accompanist and the success of the evening was in a large measure due to his efforts. The programme included:—Glee, "Gently Sighs," Glee Party; Comic Song, "Bonnie Roger," Mr. Knight; Recitation, "Football Match," Mr. Tully; Duet, "Mother was the mother of us both," Messrs. Beale and Crowe; Song, "Thors," Mr. Leashbrook; Trio, "In the evening," Messrs. Leashbrook, Hogg and Harper; Song, "Killarney," Mr. Beaworth; Quartet, "When evening's twilight," Mr. Beaworth, Leashbrook, Knight and Crowley; Recitation, "Soliloquy," Mr. Tully; Comic Song, "In Mac Namara's Band," Messrs. Knight and Crowley; Song, "Kathleen Mavourneen," Mr. Hogg; Imitation of a Village cold cold ground, Mr. Beaworth; Comic Song, "The Sailor's Grave," Mr. Leashbrook; Comic Song, "Selected," Mr. Beale; Glee, "Comrades in Arms," Glee Party.

## THE LATE MR. JAMES MCKIE.

The *North-China Daily News* pays the following tribute to the late Mr. James McKie, whose death on March 14 we recently reported:—

The passing of a prominent figure from the ranks of a relatively small community carries with it a wide sense of personal loss, and there are many who have missed for two months and will still miss the genial personality and good-fellowship of James McKie. Apart from his geniality and his social life, as well as his business acumen, he was essentially a man of his surroundings in the Far East, where a man of his disposition has the widest possible scope. Everything into which he threw himself with a whole heart was sure to be carried through with éclat, for he could always command attention and his enthusiasm quickly inspired others. Many a gathering has hung fire for lack of a leader that has been galvanised into practical and successful attainment, however, were well backed by business ability, for his merits had won him a prominent place in the firm of Messrs. Jardine, Matheson and Company after thirty years of service. He represented that house on the Board of Commissioners of the Shanghai-Nanking Railway and was also a director of several local companies.

Mr. McKie, who was born on June 30, 1859, at Eskine, Renfrewshire, was the son of a Minister of the Church of Scotland and was educated at Manchester Grammar School, under the famous headmasterhip of Mr. F. Walker. On leaving school he entered upon a commercial career, specialising in the piece-goods trade, and he came out to China in 1879. He was essentially a sportsman, and his life was the happiest spirit into the athletic side of settlement life. At first both as a swimmer and an oarsman he achieved no small success, and when he gave up these pursuits, he turned wholeheartedly to "pony racing." Apart from his commercial career, Mr. McKie was a member of the German Club, the Hongkong Club and the Country Club, his local interests were the widest possible, while his generosity will be missed in many directions.

## THE FUTURE OF THE LORDS.

## SHALL THE HEREDITARY PRINCIPLE BE ABOLISHED?

(Reuter's Service to the China Mail.)

London, March 17.

The House of Lords to-day agreed without a division to go into committee on Lord Rosebery's reform resolutions. The first two of them, declaring the necessity for a strong Second Chamber and affirming that this would be best secured by a reform of the House of Lords, will be taken next week. The third resolution, which aims at the abolition of hereditary right, will be adjourned until after Easter. Speeches hitherto made tend to show that many Peers refuse to accept the abolition of the hereditary principle.

## JAPAN AND AMERICA.

## TO DOMINATE THE FAR EAST.

## A Discredited Rumour.

(Reuter's Service to the China Mail.)

London, March 18.

The *New York World* says that Japan has proposed to the American State Department that an understanding be arrived at whereby the two countries may together dominate the Far East, maintain the open-door policy and guarantee commercial equality to all nations.

Reuter learns that nothing is known in London in confirmation of the *New York World's* statement, which is regarded as most unlikely. It is pointed out that Japan and America agreed in November, 1908, to the maintenance of the *status quo* and the open-door policy. Such a step as now proposed would also be a violation of the repeatedly declared policy of Japan.

A message from Washington states that the Japanese Ambassador has no knowledge of the proposal.

## THE DALAI LAMA'S MOVEMENTS.

(Reuter's Service to the China Mail.)

London, March 18.

The Dalai Lama leaves Calcutta to-day for Darjeeling, where he remains the guest of the Government.

## GERMAN FOREIGN POLICY.

## CHARGES OF WEAKNESS.

(Reuter's Service to the China Mail.)

London, March 18.

Owing to persistent charges of the weakness and complaisance of German foreign policy since Prince von Buelow's retirement, particularly in connection with the Mannesmann mining concessions, Dr. Bethmann-Hollweg (the present Chancellor) emphatically refused in the Reichstag to lend himself to the Algerias Act by supporting the concessions.

The annual local taxation return shows that in the year 1904-7 the income of the local authorities in England and Wales reached the enormous sum of £117,898,553, while they owe £494,487,512. The principal sources of income (excluding loans) were rates £59,557,198, Exchequer grants £20,988,017, gas, electric lighting, tramways, &c., £21,975,470, other sources, £15,376,887. The total amount paid in 1904-7 was £21,144,641 for every man, woman, and child in the country, and in six years this average amount per head has risen from £11 10s. 6d.

## STATE EXPRESS CIGARETTES.

ARDATH TOBACCO COMPANY,  
LONDON.

Winfred in Tins of 50	..	..	..	\$0.50
in Packets of 20	..	..	..	0.20
Chief-Whip in Tins of 50	..	..	..	0.50
Splendo in Tins of 50	..	..	..	1.50
" " " 100	..	..	..	3.00
" " " 20	..	..	..	0.65
No. 555 in Tins of 50	..	..	..	0.80
No. 999	..	..	..	1.20
Turkish Leaf No. 1 in Tins of 50	..	..	..	1.50
" " " 100	..	..	..	3.00
Quo Vadis in Tins of 100	..	..	..	3.00
Winfred Navy Cut Tobacco in 45 Tins	..	..	..	0.40

These delicious high-class Cigarettes are recognized as the standard of perfection in quality and made of hygienic manufacture.

**H. Price & Co., Ltd.**Wine Merchants,  
12, Queen's Road Central,  
TELEPHONE No. 135.

## CHINA AND TIBET.

## THE LATEST PROPOSALS.

(Independent News Agency's "Service to the China Mail.")

TOKYO, March 18.

The Chinese Government has decided, as the result of repeated conferences of the Grand Council, to take the following steps with regard to Tibet:—

1. Appoint a new Dalai Lama.
2. Increase the Chinese garrison in Tibet.
3. Form a militia force of Tibetans.
4. Appoint a powerful man as Minister Resident in Tibet.
5. Give instructions to the Chinese ministers in England and Russia to watch the Tibetan policy of these countries very narrowly so that China may be able to cope with any situation that may hereafter arise through the policy of these Powers.

## AMERICAN MINING CONCESSION DECLINED.

(Independent News Agency's "Service to the China Mail.")

TOKYO, March 18.

Negotiations have been proceeding for some time between the American Consul at Mukden and the Viceroy of Manchuria with reference to the concession of mining rights at Chingchow-fu to some American capitalists. The Viceroy declines to entertain any suggestion of granting such rights to foreigners.

## CHINESE OFFICIAL CHANGES.

(Wah Tse Yat Po's Service.)

PEKING, March 17.

H. E. Lang Tun Yen, President of the Board of Communications, has been appointed by Imperial Edict to be the corporate Minister of Marine Customs. H. E. Tien Lang, the Minister of the Military Board, has resigned, and will be succeeded by H. E. Yen Chang.

## PRINCE CHING CENSURED.

(Wah Tse Yat Po's Service.)

PEKING, March 17.

Prince Ching has been again censured by a censor.

## CHINESE LOAN FROM BRITAIN.

(Wah Tse Yat Po's Service.)

PEKING, March 16.

The Board of Communications intends to solicit a loan from Great Britain of £2,000,000 sterling for the building of the Hsin-Po railway.

## THE IMPERIAL STATESMAN.

Fuller details of the pathetic scene in the Commons when Mr. Joseph Chamberlain took the oath are to hand. Mr. Chamberlain was led into the House from behind the Speaker's chair by his son, Mr. Austen Chamberlain, and Lord Morpeth, the new Unionist Whip. Mr. Chamberlain, who was supporting himself with a stick in his left hand, sank slowly down on to the Treasury bench, and there the book and oath card were brought to him by Mr. Austen Chamberlain, the aged statesman repeating the words of the oath in slow and difficult accents. The roll was signed on his behalf by his son, and afterwards Mr. Chamberlain with his left hand put a mark to his name. Then he was assisted to his feet by Mr. Austen Chamberlain and Lord Morpeth, and formally introduced to the Speaker by Sir Courtenay Herbert. "I was glad to see you again," said Mr. Lowther sympathetically, and Mr. Chamberlain murmured some reply. Then the veteran statesman was gently led out. When the late Parliament met four years ago Mr. Chamberlain was leading the Opposition in the absence of Mr. Balfour.



## SPORTING.

## The Calendar.

Monday, March 14.  
**ROBERT FOOTBALL**—Navy v. Hongkong Club; Club ground, 5 p.m.  
 Saturday, March 19.  
**YOUNGSTERING**—Annual inspection by Major General Broadwood. Parade at Headquarters at 10 a.m.  
**YACHTING**—Royal H.K. Yacht Club Handicap and One Design Class racing; 2.30 and 2.40 p.m. distance, 15 miles.  
**TENNIS**—Tournament matches on Hongkong O.C. ground.  
**FOOTBALL**—H.M.S. Minotaur v. R.G.A.; Military Ground, 4 p.m.

## Sunday, March 20.

**YOUNGSTERING**—Musketry; standard test for all members not having done test; all day from 9 a.m. to 4 p.m. monthly shoot; Tai Hang range, 9 a.m. and 2.30 p.m.  
**YACHTING**—Royal H.K. Yacht Club Handicap and One Design Class racing; 2.30 and 2.40 p.m. distance, 15 miles.

## Monday, March 21.

**YOUNGSTERING**—Squad drill and rifle exercises; recruits, all units. Headquarters, 6.30 p.m.  
 Tuesday, March 22.  
**YOUNGSTERING**—5 v. Howitzer and 2.35 v. gun drill; Recruits, artillery Co's. Headquarters, 5.30 p.m.

## Wednesday, March 23.

**YOUNGSTERING**—Technical instruction, Engineer Co., West Fort, Kowloon, 9 p.m.  
 Thursday, March 24.  
**YOUNGSTERING**—2.35 quick-firing gun drill; Quarries Bay, 5.15 p.m.

## Friday, March 25.

**YOUNGSTERING**—Musketry; standard test for all members; all day from 9 a.m. to 4 p.m.  
 Saturday, March 26.  
**FOOTBALL**—Hongkong Regatta. Pen-wick's Reclamation Day, Bay, commencing at 1 p.m.

## Sunday, March 27.

**FOOTBALL**—Replayed Shield final, Buffs v. Naval Yard; Hongkong Club ground, 4.30 p.m.  
 Monday, March 28.  
**YOUNGSTERING**—Pistol rifle meeting at King's Park Range, commencing at 10 a.m. Six events.

## Tuesday, March 29.

**ATHLETICS**—Lusitano Recreation Club sports, Happy Valley.  
**BOXING**—Amateur boxing tournament at Belle View Stadium; commencing 2.30 p.m.

## Wednesday, March 30.

**ATHLETICS**—Buffs Regimental Sports meeting.  
 Thursday, April 1.  
**YACHTING**—Royal H.K. Yacht Club Handicap and One Design Class racing; 2.30 and 2.40 p.m. distance, 10 miles.

## Friday, April 2.

**ATHLETICS**—Hongkong A.A.A. Annual Sports, Kowloon track.  
**FOOTBALL**—Army v. Civilian, Hongkong Football Club ground, 4 p.m.

## Saturday, April 3.

**YOUNGSTERING**—Musketry; standard test for all members who have not completed musketry; all day from 9 a.m. to 4 p.m.  
 Wednesday, April 6.  
**ATHLETICS**—R.G.A. sports, U.S.R. ground.

## Sunday, April 17.

**YACHTING**—Royal H.K. Yacht Club Handicap and One Design Class racing; 11.30 and 11.40 a.m. distance, 15 miles.

## League Cricket.

**CIVIL SERVICE TELEGRAPHISTS.**  
 In their match with the Telegraphists on the Hongkong Club ground at 2 p.m. on Saturday the Civil Service will be represented by the following:—R. O. Hutchison, captain, L. M. Brett, R. E. O. Bird, E. W. Dawson, H. Ellis, P. T. Lambie, J. McEwen, A. G. Ellis, A. R. E. Raven, A. E. Sutcliffe, A. M. Thorpe, J. Mackay, A. E. Davey.

## Kowloon C.C. v. Buffs.

On the Kowloon ground at 2.15 p.m. on Saturday the following will represent Kowloon:—J. P. Robinson, W. F. Brewer, W. L. Wenker, J. H. Mead, Major E. R. Chubb, C. W. Jeffries, H. S. Tupper, J. Sutton, A. O. Brown, H. Beer, T. Chen.

## CHANGING OVER POLICE.

The following will represent Changin-over in their League matches tomorrow at 2 p.m. on the Police ground:—R. Patozzi, J. S. Battistini, L. A. Rose, H. Papp, J. D. Noris, R. F. Lammett, E. D. Bush, H. W. Peterson, P. Currie, C. J. Higginbotham; R. Bass.

## Football.

**H.M.S. Minotaur v. R.G.A.**  
 The R.G.A. will be represented against H.M.S. Minotaur by the following players on the Military ground, Happy Valley, at 4 p.m., on Saturday:—Gr. Beasley, Br. Orley, Gr. West, Gr. Walker, Br. Hewitt, Gr. McGormick, Br. Crompton, Gr. Vincent, Gr. Watta, Br. Nash, Gr. Ellis, Lincoln, Gr. Greenwood.

## Boxing.

Bill Lewis, who put up such a great fight at the Theatre Royal on Saturday evening, against Thelwell Simms was presented on Thursday evening at the Praya East hotel, by a few admirers with a gold watch inscribed as follows:—"Presented to Lya. Thelwell by a few admirers of boxing, Hongkong, March 17th, 1910."

## Shooting.

**C. V. S. R. A. MEETING.**  
 The remainder of the results in connection with the fourth annual meeting of this Association which commenced at Kowloon City and King's Park on Monday are as follows:—

## 800 YARDS.

1st.—Capt. Murray, A. O. D. 34; 2nd.—Lec. Cpl. Standford, Buffs, 34; 3rd.—Lec. Cpl. Burke, Buffs, 33; 4th.—Sergt. Convery, Buffs, 33; 5th.—Private Joyner, Buffs, 33; 6th.—C. E. R. A. Wilmoth, 32; 7th.—Additional, 32; 8th.—Sergt. Smith, Buffs, 32; 9th.—Sergt. Allen, Buffs, 32; 10th.—Sergt. Wallis, Buffs, 32; 11th.—Lec. Cpl. Inglis, Buffs, 32.

## AGGREGATE OF EVENTS.

Nos. 1, 2 & 4.  
 Championship soldiers Club Challenge Cup to be held for one year and silver medal, 1st, C. P. O. Flynn, 127; 2nd, Lec. Sergt. Convery, Buffs, 125; 3rd, Sergt. Convery, Buffs, 125; 4th, C. E. R. A. Wilmoth, Kent, 121.

## 100 YARDS.

1st, Cpl. Rothwell, Buffs, 32; 2nd, Sgt. Wallis, Buffs, 32; 3rd, C. P. O. Orr, Bedford, 32; 4th, C. P. O. Flynn, 31; 5th, 6th, 7th, 8th, 9th, 10th, 11th, 12th, 13th, 14th, 15th, 16th, 17th, 18th, 19th, 20th, 21st, 22nd, 23rd, 24th, 25th, 26th, 27th, 28th, 29th, 30th, 31st, 32nd, 33rd, 34th, 35th, 36th, 37th, 38th, 39th, 40th, 41st, 42nd, 43rd, 44th, 45th, 46th, 47th, 48th, 49th, 50th, 51st, 52nd, 53rd, 54th, 55th, 56th, 57th, 58th, 59th, 60th, 61st, 62nd, 63rd, 64th, 65th, 66th, 67th, 68th, 69th, 70th, 71st, 72nd, 73rd, 74th, 75th, 76th, 77th, 78th, 79th, 80th, 81st, 82nd, 83rd, 84th, 85th, 86th, 87th, 88th, 89th, 90th, 91st, 92nd, 93rd, 94th, 95th, 96th, 97th, 98th, 99th, 100th.

## AN EXCELLENT LIMENT.

EVERY family and especially those who reside in the country should be provided at all times with a bottle of Chamberlain's Pain Balm. There is no telling when it may be wanted in case of an accident or emergency. It is so excellent in all cases of rheumatism, sprains and bruises. For sale by all chemists and druggists.

## Billiards.

A most interesting exhibition game of billiards was witnessed by a crowded attendance at the Club Lusitano on Thursday night when J. Carvalho met Alec Taylor, the billiard expert, who is at present touring the world. Taylor conceded 508 points per cent. 1,000 and Carvalho who played a very pretty and steady game scored his 500 when Taylor stood at 849. The best breaks were:—Taylor—27—40—36—38—60—31—49—30—33—27—70—34—59—47.  
 Carvalho—26—24—26—23—31.  
 Carvalho, Taylor gave a number of exhibition strokes as well as several feats with glasses.

## Buffs Sports.

The following preliminary events in connection with the Buffs Regimental sports took place to-morrow on Murray Barracks Ground at 10 a.m.:—High Jump, Long Jump, Putting the Shot, Tug of War heats.

## BRITISH AND FOREIGN SHIPPING.

## Through the courtesy of Lloyd's Surveyor

at this port we are able to state that the total addition of steam tonnage to Lloyd's Register during last year has been 791,625 tons gross; and, of sailing tonnage, 34,307 tons gross; or, in all, 825,932 tons gross. Of the tonnage added to the Register about 94 per cent. consists of new vessels, practically all built in the United Kingdom. The largest item among the other additions to the Register are those of vessels bought from foreign countries for the United Kingdom, viz., 26,438 tons. The gross deduction of steam tonnage from the Register amounts to 635,807 tons; and, of sailing tonnage, to 138,966 tons; or, in all, to 674,773 tons. Of the steam tonnage, about 41 per cent., and about 35 per cent. of the sailing tonnage, included in these figures, have been removed on account of loss, breaking up, dismantling, &c. It should be noted that in the returns of the Registrar-General of Shipping (from which the following tables are compiled) wrecks, &c., are included according to the months in which they were respectively reported to him, and not, as in Lloyd's Register wreck returns, according to the dates at which they occurred. The tonnage sold to foreign owners during 1909 amounts to 364,718 tons. The steam tonnage deducted on this account is 278,739 tons, and the sailing tonnage 8,919 tons, or over 52 per cent. and nearly 63 per cent. respectively, of the gross deduction. The total tonnage deducted under this head is 140,456 tons higher than the similar figures for 1908. The four countries which have acquired the largest amount of tonnage from the United Kingdom within the year under review are:—Italy (84,033 tons), Norway (68,907 tons), Holland (48,139 tons), and Germany (34,162 tons). In the main, the vessels which are transferred to foreign owners are not of very recent construction. Tables which are included in the Registrar-General's returns indicate that 104 per cent. of the tonnage removed from the Register because of foreign transfer was built before 1880; about 27 per cent. before 1855; over 41 per cent. before 1830; nearly 22 per cent. before 1810; and about 81 per cent. before 1900. In addition to the tonnage transferred to foreign flags, 36,004 tons have been transferred to British Colonies during 1909, as compared with 36,212 tons in 1908, 63,244 tons in 1907, 60,308 tons in 1906, and 62,464 tons in 1905. It will be understood that new vessels built in the United Kingdom directly for colonial and foreign owners are not included in these returns. On the whole, during 1909, the number of steamers on the Official Register of the United Kingdom has increased by 171, and the tonnage by 255,813 tons, while the number of sailing vessels has decreased by 140, and the tonnage by 104,608 tons. The total number of vessels on the Register has therefore increased by 31, and the total tonnage by 151,210 tons during the year.

## NEW VESSELS CLASSIFIED BY LLOYD'S REGISTER

## DURING 1909.

During 1909, 536 new vessels of 831,023 tons, have been classed by Lloyd's Register. Of these vessels, 447 of 819,389 tons are steamers, and 89 of 11,634 tons are sailing vessels. With the exception of 56 small wood of 1,385 tons, the material used in the construction of the whole of the tonnage classed was steel. Sailing tonnage, which formed 25 per cent. of the total tonnage classed in 1891 and 30 per cent. in 1902, and which since 1903 has steadily decreased, is however somewhat larger for 1909 than for 1908. The percentage of sailing tonnage to the total tonnage classed for 1909 is 1.4 as against 0.6 for 1908. For the five years, 1903-1907, the yearly average was 1.45 per cent. A large number of vessels of special types were classed during the year, designed to meet the requirements of particular trades. These included 12 steamers for carrying oil in bulk, with a total tonnage of 62,482 tons; 24 steamers intended for Channel and coasting purposes; 2 steamers built on the longitudinal method of construction; a novel design in shipbuilding; a steamers on the cantilever framed torpedo tanks system; together with numerous vessels of a variety of other special types such as yachts, dredgers, river steamers and barges, tugs and fishing vessels, as well as one lightship and one icebreaker. The average size of the steamers classed during the past year is about 1,535 tons. During 1909, 12 steamers of over 7,000 tons each have been classed, as compared with 17 in 1908, 8 in 1907, 12 in 1906, 14 in 1905, and 15 in 1904. Of the tonnage classed during the year, 637,345 tons, or over 75 per cent., have been built in the United Kingdom. Among foreign countries, Germany contributed the largest amount of tonnage (14 steamers of 62,636 tons), then follow Japan (46,395 tons), Austria-Hungary (24,556 tons), and Holland (32,063 tons). This return includes a statement showing the countries for which the tonnage has been classed was built. The tonnage built for the United Kingdom was 468,919 tons, and 302,104 tons for other countries. The latter the British Colonies had with 49,000 tons; then follow Japan 46,395 tons; Germany 40,780 tons; Holland 32,427 tons; and Austria-Hungary, 30,588 tons.

## THE HANDMAID OPERA COMPANY.

As everybody knows, the talented Handmaid Opera Company commences its season to-night with the remarkably successful play "The Arcadians." Booking has proceeded well, and a full house seems assured.

By special request "The Waltz Dream" is to be put on in place of the pantomime "Dick Whittington" on Wednesday night, while "The Butterflies" will be replaced by "The Gay Gordons" on Saturday week, the 26th inst.

Bookings for the whole of the plays is proceeding briskly at Messrs Montague's.

## REVIEWS.

The A.B.C. of the National War Game of Japan; by W. A. de Havilland, M.A. Hongkong, Kelly and Walsh, Ltd.

The reviewer of this book is one who attempted to learn the rudiments of the game of Go, "the game of strategy" as Mr. de Havilland calls it, and failed dismally. He also attended two lectures given by that learned gentleman himself and diligently followed him as he moved through diagram after diagram—but in the end he had to give in and own up to being even more muddled than when he began. Of course this is not the experience of everybody. Mr. de Havilland says that "with a little study the general principles may be easily grasped and a game of unparalysed interest and novelty revealed." It is undoubtedly a highly intellectual game in which strategic ability is displayed to the greatest advantage, and we are quite ready, after watching several games, to subscribe to the author's dictum "that it requires cool judgment and skill," so that it "ranks with Chess in European countries." It should be a good game for our soldier friends to learn.

China was the land of its origin, but Japan has been the place where it has been the more highly developed. Black and white stones, some what resembling buttons, are used, and they number 189 of each kind. The object is to capture unoccupied territory, and starting from the corner fortified camps and pushing out lines preventing territory from becoming enclosed. The game concludes when neither player is able to secure further unoccupied territory, or willing to hazard further attacks.

Mr. de Havilland lucidly explains the method of play, the odds, the rules of play, etc., then gives some elementary studies of the various positions, illustrated by diagrams, from which he passes on to the more elaborate phases of the game. He makes the path very plain for those who have any desire to follow in his footsteps and to these we heartily commend the book.

The Lone Hand, for March.

Australia's well-known monthly presents a very full and appetizing bill of fare for March, both in illustrations, coloured or monochrome, and in letterpress. Dr. Macmillan Brown's well written and capably illustrated description of the megalithic city of Tahuanaco, near Lake Titicaca, in Bolivia, gives one to think of the powerful race of men who so completely vanished from the memory of mankind, and who yet must have developed a highly ornate form of civilization in South America, as their gigantic monolithic remains testify.

"From the Walker's Hat," is a capital tale of reminiscence of the Press Conference in London, with the scare of a German invasion as underlying motif. The contrasting types of men stand out sharp and clear. Residents of Hongkong are recommended to turn at once to the article by an old Opium Smuggler, which tells in graphic phraseology the tale of the great opium smuggling case at Manila, wherein certain hallowed machinery shipped at Hongkong played an important part. Mr. Francis Birtles takes us with the camel-train over the hottest part of sandy Australia and gives a very clear idea of the hardships of the journey. The capital story of "Galbad Jones" is concluded, and we feel sorry to part with the steady, unromantic little middle-aged bank clerk, though we are glad that his adventure works out better for him than at one time it promised. The other stories in the magazine are all good—some being very snappy. The African exploits of Mr. Roosevelt and his son Kermit are continued, while there is a capital article on three modern Australian poets.

## MILITARY AND NAVAL.

## The Hon. Dr. J. M. Atkinson, and Dr. F.

Clark returned to-day from Manila by the steamer, where they have been attending, with some forty colleagues from studies of the various positions, illustrated by diagrams, from which he passes on to the more elaborate phases of the game. He makes the path very plain for those who have any desire to follow in his footsteps and to these we heartily commend the book.

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## COMMERCIAL.

## YAN MARKET.

Messrs Polakowski and Kewell, Cotton and Yarn Brokers, in their report of March 18th say:—

"Since we last wrote, on the 4th inst. per S. S. Delta, our market has again experienced a further advance in prices, business having been transacted at \$2 to \$4 higher than previous quotations. This advance is more pronounced in 12s and 20s, especially the latter. Indeed 10s, which are usually the medium of a large business, have been somewhat neglected and have remained more or less nominal. The conservative dealers, however, still maintain that the bulk of the business is speculative, and in proof of this, they point to the daily deliveries, which, it must be admitted, have been indifferent."

The market closes steady. No. 6 and 8s. These two counts command some attention now, and also show an advance on previous prices. No. 10s.—As mentioned above, this count has been somewhat neglected, and only here and there a few transactions have been reported. No. 12s. Are in small supply, and a advance of \$2 to \$3 has been established. No. 14s. Have been well to the fore, but the business is confined to a few tickets for early delivery. No. 20s. These appear to be in the most active demand, and have been the medium of a brisk business. An advance of \$2 to \$3 has been established. Total value of 7900 bales. Unsettled stocks estimated at 8000 bales. Sold but undelivered in the Godowns, and to arrive 42,000 bales.

The mail steamer Dornoch and extra steamers Capri, Tarento from Bombay, and Laisang and Apsara from Calcutta have brought in 9413 bales for Hongkong, and 12,000 bales for Shanghai. Shipments from Hongkong to Shanghai, and Coast ports, etc. amount to about 2000 bales.

Loose Mill.—This yarn again been the medium of a large amount of business. Japanese Yarn.—No business has come under our notice.

Shanghai.—Reports from this market also show a rise in price, but, latterly, information to hand indicates a quiet market. Cotton.—A Parcel of 75 bales Bengal has been placed on the market at \$36, this being an advance on last quotations of \$2 per picul. No business in Chinese has been reported.</



Shipping.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FOR	STRAMERS	To SAIL ON	REMARKS
LONDON, via SUEZ	MACEDONIA	March 19th	See Special Advertisement
LONDON & ANTWERP	SUNDA	March 23rd	Freight and Passage
SHANGHAI, MOI, KOBÉ	SARDINIA	March 25th	Freight and Passage
SHANGHAI, MOI, KOBÉ	ASSAYE	March 31st	Freight and Passage

E. A. HEWETT, Superintendent.

CANADIAN PACIFIC RAILWAY CO'S. ROYAL MAIL STEAMSHIP LINE.

Between China, Japan and Europe, via Canada and the United States, calling at Hongkong, Shanghai, Yokohama, Kobe, Yokohama, Victoria, and Vancouver, B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER.

21 DAYS HONGKONG TO VANCOUVER.

SAVING 5 TO 7 DAYS OCEAN TRAVEL.

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Connecting with Royal Mail Atlantic Steamers.

From Hongkong	From St. John
EMPEROR OF JAPAN	EMPEROR OF IRELAND
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EMPEROR OF INDIA	ALLAN LINE
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EMPEROR OF JAPAN	ALLAN LINE
EMPEROR OF CHINA	ALLAN LINE

Each Trans-Pacific 'Empress' connects at Vancouver with a Special Mail Express Train and at St. John or Quebec with Atlantic Mail Steamers as shown above. The 'Empress of Britain' and 'Empress of Ireland' are magnificent vessels of 14,500 tons, speed 20 knots, and are regarded as second to none on the Atlantic.

The 'Empress' steamers on the Pacific and on the Atlantic are equipped with the latest wireless apparatus.

Passengers booked to all the principal points in Canada, the United States and Europe, also around the world.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).....\$27.10.

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Government.

Through Passengers are allowed 'Stop Over' privileges at the various points of interest on route.

R. M. S. 'EMPEROR' carries only 'One Class' of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways, 2nd Class on Atlantic.

Via New York.....\$44.

For further Information, Maps, Guide Books, Rates of Passage and Freight, apply to D. W. CRADDOCK, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

PORTLAND & ASIATIC S.S. CO.

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FOR PORTLAND, via MOI, KOBÉ and YOKOHAMA.

WITH LIBERTY TO CALL AT HONOLULU & SAN FRANCISCO.

STEAMSHIP	TONE	CAPTAIN	TO SAIL
HENRIK ISEN	4078	CHRISTEN SMITH	March 23rd

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FRED J. HALTON, Agent.

MESSAGERIES MARITIMES FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE, Via SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN, Via SHANGHAI.

For	STRAMERS	CAPTAIN	To SAIL
SHANGHAI, KOBÉ and YOKOHAMA	OCEANIE	SKELLEN	March 23rd, p.m.
MARSEILLES, Via PORT	TOKIN	CHARBONNEL	March 29th, at 1 p.m.
SHANGHAI, KOBÉ and YOKOHAMA	SALAZIE	MAHER	April 11th, p.m.
MARSEILLES, Via PORT...POLYNESIE	BROG		April 12th, at 1 p.m.

TRANS-SHIPING on the Co.'s Steamers at SINGAPORE for BALATA, & COLOMBO for GALLATIA, BOHAT and AUSTRALIA, at PORT SAID for the LEVANTE, CONZAN, GENOVA and BLACK SEA.

Through Tickets to London, via Paris, from £27.10 up to £71.10. 20 hours railway from MARSEILLES to LONDON. Interpreters meet passengers on their arrival in MARSEILLES.

For further particulars, apply to

P. THOMAS, Agent, QUEEN'S BUILDING.

HAMBURG-AMERIKA LINIE, HAMBURG.

EAST-ASIATIC FREIGHT SERVICE. REGULAR SAILINGS FROM JAPAN, CHINA AND PHILIPPINES, via STRAITS AND COLOMBO.

TO HAVRE, BREMEN AND HAMBURG, AND TO NEW YORK.

TAKING Cargo at through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports.

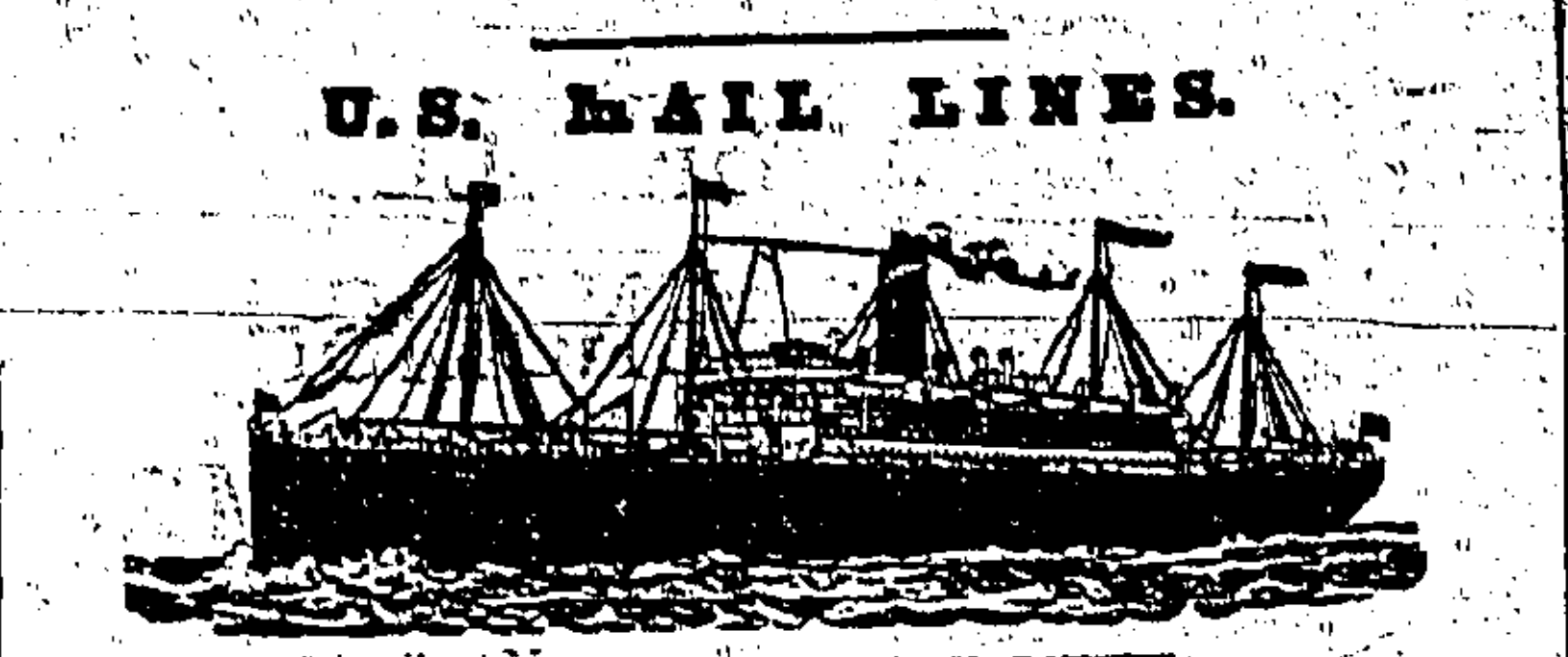
also via Aden or Egypt, by the Company's 'Arabian and Persian Service' to Arabian and Persian Gulf Ports.

Next sailings from HONGKONG

Outward	Homeward
For Shanghai, Yokohama & Kobe	For Havre & Hamburg
S.S. ALESIA	S.S. SAXONIA
S.S. ARDALUNA	S.S. HAMBURG
S.S. SILEZIA	S.S. SLAVONIA
S.S. SENEGAMBIA	S.S. SPEZIA

For further Particulars, apply to HAMBURG-AMERIKA LINIE, Hongkong Office.

PACIFIC MAIL S.S. COMPANY, TOYO KISEN KAISHA.



SEMI-TROPICAL ROUTE.

Only line taking the warm Southern Route across the Pacific, via HONGKONG, OAHU, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STRAMERS	Tons	SATURDAY	19th Mar.	at 5 p.m.
MANCHURIA	27,000	SATURDAY	26th Mar.	at 1 p.m.
CHITTO MARU	27,000	SATURDAY	16th April	at 1 p.m.
MONGOLIA	21,000	SATURDAY	23rd April	at 1 p.m.
TENYO MARU	21,000	SATURDAY	30th April	at 1 p.m.
KOREA	18,000	SATURDAY	14th May	at 1 p.m.
NIPPON MARU	18,000	SATURDAY	21st May	at 1 p.m.
SIBERIA	18,000	SATURDAY	28th May	at 1 p.m.

Faros: Hongkong to London £71.10.0. Including Berth and Meals across America.

INTERMEDIATE SERVICE.

Asia.....9,500 Tons, SATURDAY, 2nd April, at 1 p.m.

China.....10,200 " SATURDAY, 28th May, at 1 p.m.

The S.S. CHINA will leave for San Francisco, via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu, on SATURDAY, March 12th, at 1 p.m.

The fine Mail Steamers ASIA and CHINA carry Intermediate passengers only, affording superior accommodation for that class.

Hongkong to London, via Canadian Atlantic Ports.....\$43.

via New York.....\$45.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Service, and to European Officials in the Service of the China and Japan Governments.

Through Bills of Lading issued to Japan, North, Central and South American Ports. For further information as to Passages and Freight, apply to the Agency of the Companies, King's Building (opposite Blake Pier).

FRED J. HALTON, Agent.

OSAKA SHOSHEN KAISHA. REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION).

TRANS-PACIFIC SERVICE

Connecting at TACOMA with THE CHICAGO, MILWAUKEE & PUGET SOUND RAILWAY AND THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.

The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO.

Taking cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, also to the Principal Ports in Mexico, Central and South America.

For	Steamers	Tons (gross reg.)	Leaves
TACOMA, via MOI, KOBÉ and YOKOHAMA	TACOMA MARU, Capt. H. Yamamoto.	6,178	Wednesday, 23rd Mar., at Noon.
Do.	SEATTLE MARU, Capt. T. Salto.	6.1	Wednesday, 20th April, at Noon.

The Co.'s newly built steamers have fast speed. Superior accommodation for stowage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA SERVICE

For	Steamers	Leaves
SWATOW, AMOY & TAMSUI	DAIJIN MARU, Captain Y. Kaburaki.	SUNDAY, 20th Mar., at 10 A.M.
SHANGHAI, via SWATOW, AMOY, and FOOSHOW	BUJUN MARU, Captain Y. Fusetto.	THURSDAY, 24th Mar., at 8 A.M.

Fast speed. Superior passenger accommodation. Electric light throughout. First-class cuisine.

The newly built steamers: 'OCEANUS MARU' and 'BUREAU MARU'—First-class cabins—AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s local Branch Office at Second Floor, No. 1, Queen's Building.

Hongkong, June 22, 1909.

T. ARIMA, Manager.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES.

For	STRAMERS	To SAIL
NAPLES, GENOA, AEGLEERS, GIBRALTAR, BOOTHAMPTON, TON, ANTWERP & HAMBURG	PRINCESS ALICE, Capt. E. Grosch.	WEDNESDAY, 23rd March, at Noon.
SHANGHAI, NAGASAKI, KOBÉ and YOKOHAMA	PRINZ LUDWIG, Capt. F. von Binzer.	WEDNESDAY, 23rd March, at Noon.
MANILA, YAP, NEWGUINEA, BELT & A, SYDNEY & MELBOURNE	PRINZ SIGISMUND, Capt. D. Lott.	FRIDAY, 25th March, at Daylight.
YOKOHAMA and KOBÉ	GOELENZ, Capt. H. Baegener.	FRIDAY, 2nd April, at Noon.
KUDAT and SANDAKAN	BORNEO, Capt. F. Sembl.	Middle of April.

For further Particulars apply to Norddeutscher Lloyd, MELOHNS & CO., General Agents, Hongkong & China.

PRINCE OF WALES.

A London paper states—It is understood that the King is very anxious to create Prince Arthur of Connaught a peer in his own right, and this step is likely to be taken very shortly. The offer of a peerage to the young Prince was formally made by the King—following the usual precedent—when he came of age a few years ago. It was then, however, declined by the Duke of Connaught on behalf of his son, who, he desired, should remain merely the heir to his own dukedom. It has been found, however, at state functions, that the Prince's present rank is rather unsatisfactory, so he is now to be given a dukedom of his own. What his title shall be has yet to be determined, but there are reasons for believing that the King favours the revival of the time-honoured Royal title of the Duke of Kent, and this is what will probably be done. The last Duke of Kent was the grandfather of his present Majesty and the Duke of Connaught, and it was the first title suggested for the present Prince of Wales. It was, however, then over-ruled by the late Queen Victoria, and the Duke of York was selected by her in its place. So soon as this title is bestowed upon the occasion of the official celebration of the King's birthday next June, he will take his seat in the House of Lords.

The Australian says—Lord Kitchener, as everybody knows, is at rest before the camera as a girl before the eyes of her future mother-in-law. So, in Perth, a young amateur photographer climbed to a window beneath which the Field Marshal would pass, or, perhaps pause. The position was excellent, but, unfortunately, it commanded little view, save the top of a bowler hat. Something had to be done; the photographer put two fingers in his mouth, and blew an appalling whistle. The stratagem was good. Kitchener looked up. The Governor looked up. The Premier looked up. Even Sir John Forrest looked up. There is now available, for private circulation in Perth, an admirable photograph of all these dignitaries—full face, at close quarters, with their mouths open.

Hotels

KING EDWARD HOTEL.

HIGH-CLASS PRIVATE HOTEL. LADIES' AFTERNOON TEA ROOMS. Private Bar and Billiard Room. Hot and Cold Water throughout. Electrically Lighted.

Electric Fans (if required). Bathing Appliances at Separate Tables. Tel. Address: 'VICTORIA', Hongkong. For Terms, etc., apply to the MANAGER. Hongkong, October 2, 1908. 1253

'BRASSIDE' PRIVATE HOTEL.

STANDING in its own grounds with Tennis and Croquet Lawns, Large Airy and Well-Furnished Rooms. Every comfort. Fine View of the Harbour. Telephone No. 690. Apply to Mrs F. W. WATTS, 'Brasside', 20, Macdonnell Road. Hongkong, September 5, 1908. 1214

'KINGSCLERE' PRIVATE HOTEL.

APPROACHED from Kennedy Road and Macdonnell Road. Tel. No. 124. Tel. Address: 'SACROSANCTA', A.B.C. Code, 4th Ed. Electric light, hot and cold water throughout. Billiards, tennis, croquet, putting green and fine stabling for horses. Proprietress, Mrs F. BACHHE. Hongkong, September 1, 1908. 1208

VICTORIA HOTEL, SHAMEN, CANTON.

Manager: Mr. H. HAYES. Telephone Address: 'Victoria Shamens', Situated on the British Consession.

MACAO HOTEL, MACAO.

Telephone Address: Farmer Macao. Situated in the Centre of the Praya Grand. Both Hotels electrically lighted and under experienced European Supervision. Guide and Chinese Facsimiles. Every information and special attention to Tourists. Reasonable Rates. Tel. Address: 'PRAYERS', Proprietor. Macao, May 12, 1908. 730

THE BACK DOOR.

A SKETCH OF WHAT MIGHT HAPPEN. Reprinted from the 'CHINA MAIL'. To be had at the 'CHINA MAIL' Office, 2, Wyndham Street. Price: 50 Cents.

'S CHRISTIANITY' W.C. & H.

INTRODUCING INTO CHINA. Reprinted from the 'CHINA MAIL'. To be had at the 'CHINA MAIL' Office, 2, Wyndham Street. Price: 50 Cents.

Shipping.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

For	STRAMERS	To SAIL
TIENTSIN, via TSINGTAU, ONSANG, MONDAY	YUEN-SANG	March 21st, at 4 p.m.
MANILA, via TSINGTAU, ONSANG, MONDAY	YUEN-SANG	March 25th, at 4 p.m.
SHANGHAI, KOBÉ and MOI, FRIDAY	YUEN-SANG	April 1st, at Noon.
MANILA, via TSINGTAU, ONSANG, FRIDAY	YUEN-SANG	April 1st, at 4 p.m.
SINGAPORE, PENANG, KITSANG, MONDAY	YUEN-SANG	April 4th, at Noon.
SINGAPORE, PENANG, KITSANG, FRIDAY	YUEN-SANG	April 8th, at Noon.

RETURN TOURS TO JAPAN. Occupying 24 days.

The steamers Katsura, Yamao and Yotsuka leave about every 3 weeks for Shanghai, returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified Surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yagatsa, Port, Chafu, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Kaday, Lahad Dato, Singapore, Swatow, Unkan, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd., General Managers.

CHINA NAVIGATION CO., LD. CHINA.

SAILINGS SUBJECT TO ALTERATION.

For	STRAMERS	To SAIL
SAMARANG & SOURABAYA	SHANTUNG	March 19th, at 4 p.m.
SHANGHAI	SHANTUNG	March 20th, Daylight.
SWATOW & SHANGHAI	SHANTUNG	March 20th, Daylight.
MANILA, ZARBAWA, and USUL, CHANGHAI	SHANTUNG	March 21st, at 4 p.m.
OSBU & HOLO	SHANTUNG	March 21st, at 4 p.m.
MANILA	SHANTUNG	March 22nd, at 4 p.m.
CHOOFOO & NEWCHOWANG	SHANTUNG	March 22nd, at 4 p.m.
TIENTSIN	SHANTUNG	March 22nd, at 4 p.m.
SHANGHAI	SHANTUNG	March 24th, at 4 p.m.
SHANGHAI	SHANTUNG	March 27th, Daylight.

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

S.S. 'LINTAN' and S.S. 'SANTU'.

AUSTRALIAN STEAMERS have superior accommodation, with Electric Light throughout and Electric Fans in the State-rooms. A daily qualified Surgeon is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior accommodation, with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN SCREW STEAMERS (S.S. Anhui, Chenan, Hsinan, Chihnan)—with excellent passenger accommodation, Electric Light throughout and Electric Fans in State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These Steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung. FARES—\$45.00 Single. \$80.00 Return.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 88.

THE EASTERN & AUSTRALIAN MAIL SERVICE.

MAIL SCHEDULE (SUBJECT TO MODIFICATION).

STRAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EASTERN	March 12	April 6th, at Noon.
ALDENHAM	April 9	May 2nd, at Noon.
EMPIRE	May 7	May 30th, at Noon.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A daily qualified Doctor and Stewards are carried. For further particulars, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, November 2, 1908. 1297

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATION	STRAMERS	SAILING DATES
MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, PENANG, YOKOHAMA AND PORT SAID	KANAGAWA MARU, Capt. J. Nagao, Tons 7000.	WEDNESDAY, 23rd March, at Noon.
	YAMAGUCHI MARU, Capt. N. Nakamura, Tons 7000.	WEDNESDAY, 30th March, at Noon.
	KITANO MARU, Capt. F. E. Ope, Tons 9000.	WEDNESDAY, 7th April, at Daylight.
VICTORIA, B.C. & SEATTLE, via SHANGHAI, MOI, KOBÉ, YOKOHAMA, KAIKOH, and YOKOHAMA	AWA MARU, Capt. S. Ishikawa, Tons 7000.	TUESDAY, 23rd March, at Noon.
	INABA MARU, Capt. K. Kawa, Tons 7000.	TUESDAY, 28th April, at Noon.
VICTORIA, B.C. AND SEATTLE	KAMAKURA MARU, Capt. K. Kori, Tons 7000.	SATURDAY, 23rd April, from Kobe.
SYDNEY AND MELBOURNE, via MANILA, TIENTSIN, YOKOHAMA, and BRISBANE	YAMAGUCHI MARU, Capt. T. Sakai, Tons 8500.	FRIDAY, 15th April, at Noon.
	YAMAGUCHI MARU, Capt. M. Taki, Tons 6000.	FRIDAY, 15th May, at Noon.
NAGASAKI, MOI, KOBÉ and YOKOHAMA	WAKASAKI MARU, Capt. N. Nielsen, Tons 7000.	FRIDAY, 25th March, at Noon.
BOMBAY, via SINGAPORE and COLOMBO	COLOMBO MARU, Capt. E. Cumbe, Tons 5000.	MONDAY, 28th March.
SHANGHAI, MOI & KOBÉ	CEYLON MARU, Capt. Fred. Frye, Tons 6000.	WEDNESDAY, 30th March.
NAGASAKI, KOBÉ and MOI	NIKKO MARU, Capt. M. Taki, Tons 6000.	WEDNESDAY, 12th April, at Noon.

Fitted with new system of wireless telegraphy.

Cargo only. \* Carries deck passengers.

Through Passengers Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the Great Northern & Northern Pacific Railways and Atlantic Steamers. Round-the-World-Tickets also issued. Passengers Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days. For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Building, 2nd Floor, Queen's Building.

T. KUSUMOTO, Manager.



## Shipping.

PENINSULAR AND ORIENTAL STEAM  
NAVIGATION COMPANY.HOMeward PASSENGER SEASON 1910.  
PROPOSED SAILINGS OF MAIL STEAMERS

## MARSEILLES &amp; LONDON.

TAKING PASSENGERS ALSO FOR  
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.  
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Steamer	Tons	Leave Hongkong	Leave Colono	Due Marseilles	Due London
MAEDONIA 10500		March 19	March 19	April 16	April 23
DEVANHA 8000		April 9	April 9	April 30	May 6
ASHA 7500		April 16	April 16	May 14	May 20
DELTA 8000		April 23	April 23	May 21	May 27
DELTA 8000		May 14	May 14	June 11	June 18
DEVANHA 8000		May 21	May 21	June 18	June 24
ASHA 7500		May 28	May 28	June 25	July 1
ARCADIA 6000		June 4	June 4	July 1	July 7
DELTA 8000		June 11	June 11	July 8	July 14
DELTA 8000		June 18	June 18	July 15	July 21

Passengers change steamers at Colono, and those for BRINDISI transfer also to the Express Mail Steamer at Port Said.  
Accommodation in the connecting steamer from Colono is definitely reserved in Hongkong or at time of booking.

Fares to London (Including Suez):  
1st Saloon.....£71.10 Single. £106.14 Return.  
2nd .....£48.8 .....£72.12

In addition to the above Mail Steamers the following:-  
INTERMEDIATE (Non-Through) STEAMERS  
WILL LEAVE FOR

## LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS.	Leave HONGKONG		Due LONDON	
	about		about	
TONNAGE				
* SUNDA	4600	March 23	May 7	7
* NILE	8600	April 20	June 15	15
* SARDINIA	8700	May 6	June 19	19
* NORE	8700	May 18	July 3	3
* PALAWAN	4700	June 1	July 16	16
* BORNEO	4800	June 15	July 13	13
* EMMA	5884	June 29	Aug. 30	30
* MALTA	6064	July 13	Aug. 14	14

These Steamers call also at Singapore, Penang, Colombo, and at Marseilles.  
Fares to London (Including Suez):  
1st Saloon.....£55.0 Single. £82.10 Return.  
2nd .....£38.10 .....£57.4

\* Carry 1st and 2nd Saloon Passengers.  
For further particulars Apply to  
E. A. HEWETT, Superintendent.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Date
SUBI	2540	A. Fraser	Manila	Saturday, Mar. 19, at Noon.
ZAFIRO	2540	R. Rogers	Manila	Mar. 26, at Noon.

For Freight or Passage, apply to  
Shewan, Tomes & Co., General Managers.

DOUGLAS STEAMSHIP COMPANY,  
LIMITED.HONGKONG—SOUTH CHINA  
COAST PORTS.

HIGHEST-Class, fastest and most luxurious Steamers on the Coast, having  
splendid Accommodation for First-Class Passengers. Electric Light and First-  
Class Cuisine.

STEAMSHIP FOR LEAVING

HAIMON.....[SWATOW, AMOY & FOOSHOW.] FRIDAY, 18th Mar., at 10 a.m.

HAIYANG.....[SWATOW, AMOY & FOOSHOW.] TUESDAY, 22nd Mar., at 10 a.m.

For the convenience of Passengers, Steamers will arrive at and depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to  
DOUGLAS, LAPRAIK & CO., General Managers.

## SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR  
CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KOBE,  
YOKOHAMA, HONOLULU, MANZANILLO AND  
SALINA CRUZ (Mexico).

Tons	Gross	Sails
S.S. Bujo Maru	10,500	April 27th, at noon.
S.S. Hongkong Maru	11,000	June 25th, at noon.
S.S. Kiyo Maru	17,200	Aug. 24th, at noon.

For particulars apply to N. YAMADA, Acting Manager,  
TOYO KISEN KAISHA, KINO BUILDINGS.

## THOS. COOK &amp; SON.

TOURIST, STEAMSHIP & FORWARDING AGENTS  
BANKERS, etc.

Head Office: LUDGATE CIRCUIS, LONDON, E.C.

TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS  
SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the World.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.  
FOREIGN MONIES exchanged.

OFFICIAL AGENTS for the OVERSEA-CHINESE PASSION FLAYS  
of 1910.

Head Office for the Far East:  
16, DES VOGUES ROAD,  
HONGKONG.

Japan Office:  
14, WATER STREET,  
Yokohama.

## Shipping.

PENINSULAR & ORIENTAL STEAM  
NAVIGATION COMPANY.S.S. 'MACEDONIA',  
10,500 tons.

CAPTAIN J. D. ANDREWS, R.N.R.

THIS THROUGH MAIL STEAMER FOR  
MARSEILLES AND LONDON, VIA BOMBAY.

WILL leave Hongkong on MARCH 19th, 1910, staying  
at Bombay 24 hours only and is due to arrive at:-

MARSEILLES... ..April 16th.  
LONDON... ..April 23rd.

## FARES TO LONDON—

1st Saloon.....£71.10 Single. £106.14 Return.  
2ND .....£48.8 .....£72.12

For further Particulars apply to  
E. A. HEWETT, Superintendent.

Hongkong, August 18, 1909.



FOR  
STRAITS, CEYLON, AUSTRALIA,  
INDIA, ADEN, EGYPT, MEDITER-  
RANEAN PORTS, PLYMOUTH  
AND LONDON.  
Through Bills of Lading issued for BATA-  
VIA PERSIAN GULF, CON-  
TINENTAL AMERICAN AND  
SOUTH AFRICAN PORTS.

THE Steamship MACEDONIA, Captain  
J. D. ANDREWS, R.N.R., carrying 10,500  
Majesty's Mail, will be despatched from  
this office for LONDON DIRECT, call at BOM-  
BAY for Passengers and Mail, on  
SATURDAY, the 19th March, 1910, at  
Noon, taking Passengers and Cargo for the  
above ports.

Silk and valuables only will be accepted  
for Bombay.

Parcels will be received at this Office  
until 4 p.m. the day before sailing. The  
contents and value of all packages are  
required.

For further Particulars, apply to  
E. A. HEWETT, Superintendent.

Hongkong, March 7, 1910.

FOR SINGAPORE, PENANG AND  
CALCUTTA.

Taking Cargo on through Bills of Lading to  
Rangoon, Madras and Mauritius.

THE Steamship GREGORY APCAR,  
Captain S. E. HANCOCK, will be despatched  
for the above Ports on TUESDAY, the  
22nd instant, at Noon.

For Freight or Passage, apply to  
DAVID SASSOON & Co., Ltd.,  
Agents.

Hongkong, March 16, 1910.

THE AMERICAN AND ORIENTAL  
LINE.

FOR NEW YORK  
(With Liberty to Call at the Malabar  
Coast).

THE Steamship INVERLO,  
will be despatched for the above Port on  
TUESDAY, the 28th April, 1910.

For Freight, apply to  
ARNHOLD, KARRBERG & CO.,  
Agents.

Hongkong, March 14, 1910.

STEAM TO  
SHANGHAI, YOKOHAMA AND  
KOBE.

THE Co.'s Steamship AUSTRIA,  
Captain RICHARDS, will leave for the above  
places on SATURDAY, the 19th inst., p.m.

This steamer has capital accommodation  
for Passengers, Electric Light, and carries  
a Doctor and Stewardess.

For Freight or Passage, apply to  
SANDER, WIELER & Co.,  
Agents.

Hongkong, March 14, 1910.

STEAM FOR  
PIUMME and TRIESTE Direct, Calling at  
SINGAPORE, PENANG, COLOMBO,  
ADEN, SUEZ AND PORT SAID.

(Taking Cargo at through rates to the  
BALTIC, to Rio, San, BLACK SEA,  
LEVANT, VENICE AND ADELPHI  
Ports).

THE Company's Steamship  
NIPPON, Captain TERAOKA, will be despatched  
as above on SATURDAY, the 26th inst., p.m.

This steamer has capital accommoda-  
tion for passengers, Electric Light, and  
carries a Doctor and Stewardess.

For information as to Passage and  
Freight, apply to  
SANDER, WIELER & Co.,  
Agents.

Hongkong, March 9, 1910.

SHIRE LINE OF STEAMERS,  
LIMITED.

FOR LONDON, ROTTERDAM AND  
ANTWERP.

THE Steamship FLINTSHIRE,  
Captain G. C. O'CONNOR, will be despatched  
as above on or about 1st April.

For Freight or Passage, apply to  
JARDINE, MATHESON & Co., Ltd.,  
Agents.

Hongkong, March 2, 1910.

SHIRE LINE OF STEAMERS,  
LIMITED.

FOR LONDON, ROTTERDAM AND  
ANTWERP.

THE Steamship GLAMORGANSHIRE,  
Captain H. O. NORMAN, will be despatched  
as above on or about 1st April.

For Freight or Passage, apply to  
JARDINE, MATHESON & Co., Ltd.,  
Agents.

Hongkong, March 9, 1910.

FOR SHANGHAI, KOBE AND MOI.

THE Steamship ARRATON APCAR,  
Capt. W. D. A. THOMAS, will be despatched  
for the above Ports on SATURDAY, the  
19th inst., at 10 a.m.

This steamer has Superior Accommoda-  
tion for Passengers, is installed through-  
out with Electric Light and carries a duly  
certified Doctor.

RETURN TOURS TO JAPAN.  
(Occupying 24 days).  
Return tickets are available by the Indo-  
China Steam Navigation Co.'s Steamers.

Fare for round trip £120.  
For Freight or Passage apply to  
DAVID SASSOON & Co., Ltd.,  
Agents.

Hongkong, March 9, 1910.

FOR SINGAPORE, PENANG AND  
CALCUTTA.

Taking Cargo on through Bills of Lading to  
Rangoon, Madras and Mauritius.

THE Steamship GREGORY APCAR,  
Captain S. E. HANCOCK, will be despatched  
for the above Ports on TUESDAY, the  
22nd instant, at Noon.

For Freight or Passage, apply to  
DAVID SASSOON & Co., Ltd.,  
Agents.

Hongkong, March 16, 1910.

THE AMERICAN AND ORIENTAL  
LINE.

FOR NEW YORK  
(With Liberty to Call at the Malabar  
Coast).

THE Steamship INVERLO,  
will be despatched for the above Port on  
TUESDAY, the 28th April, 1910.

For Freight, apply to  
ARNHOLD, KARRBERG & CO.,  
Agents.

Hongkong, March 14, 1910.

STEAM TO  
SHANGHAI, YOKOHAMA AND  
KOBE.

THE Co.'s Steamship AUSTRIA,  
Captain RICHARDS, will leave for the above  
places on SATURDAY, the 19th inst., p.m.

This steamer has capital accommoda-  
tion for Passengers, Electric Light, and  
carries a Doctor and Stewardess.

For Freight or Passage, apply to  
SANDER, WIELER & Co.,  
Agents.

Hongkong, March 14, 1910.

STEAM FOR  
PIUMME and TRIESTE Direct, Calling at  
SINGAPORE, PENANG, COLOMBO,  
ADEN, SUEZ AND PORT SAID.

(Taking Cargo at through rates to the  
BALTIC, to Rio, San, BLACK SEA,  
LEVANT, VENICE AND ADELPHI  
Ports).

THE Company's Steamship  
NIPPON, Captain TERAOKA, will be despatched  
as above on SATURDAY, the 26th inst., p.m.

This steamer has capital accommoda-  
tion for passengers, Electric Light, and  
carries a Doctor and Stewardess.

For information as to Passage and  
Freight, apply to  
SANDER, WIELER & Co.,  
Agents.

Hongkong, March 9, 1910.

SHIRE LINE OF STEAMERS,  
LIMITED.

FOR LONDON, ROTTERDAM AND  
ANTWERP.

THE Steamship FLINTSHIRE,  
Captain G. C. O'CONNOR, will be despatched  
as above on or about 1st April.

For Freight or Passage, apply to  
JARDINE, MATHESON & Co., Ltd.,  
Agents.

Hongkong, March 2, 1910.

SHIRE LINE OF STEAMERS,  
LIMITED.

FOR LONDON, ROTTERDAM AND  
ANTWERP.

THE Steamship GLAMORGANSHIRE,  
Captain H. O. NORMAN, will be despatched  
as above on or about 1st April.

For Freight or Passage, apply to  
JARDINE, MATHESON & Co., Ltd.,  
Agents.

Hongkong, March 9, 1910.

SHIRE LINE OF STEAMERS,  
LIMITED.

FOR LONDON, ROTTERDAM AND  
ANTWERP.

THE Steamship GLAMORGANSHIRE,  
Captain H. O. NORMAN, will be despatched  
as above on or about 1st April.

For Freight or Passage, apply to  
JARDINE, MATHESON & Co., Ltd.,  
Agents.

Hongkong, March 9, 1910.

SHIRE LINE OF STEAMERS,  
LIMITED.

FOR LONDON, ROTTERDAM AND  
ANTWERP.

THE Steamship GLAMORGANSHIRE,  
Captain H. O. NORMAN, will be despatched  
as above on or about 1st April.

For Freight or Passage, apply to  
JARDINE, MATHESON & Co., Ltd.,  
Agents.

Hongkong, March 9, 1910.

## Notices to Consignees.

NIPPON YUSEN KAISHA.  
NOTICE TO CONSIGNEES.

FROM MIDDLESBORO, ANTWERP,  
LONDON, MARSEILLES, COLOMBO  
AND SINGAPORE.

THE Co.'s Steamship Kikano Maru,  
having arrived from the above Ports,  
Consignees of cargo are hereby in-  
formed that their Goods are being landed  
and placed at their risk in the Godowns  
and Wharves at Kowloon and Canton  
Godowns at Kowloon, where each consigna-  
ment will be sorted out mark by mark and  
delivery can be obtained as soon as the  
Goods are landed.

NOTE. Scrap Iron or other similar  
natured goods are to be taken immediate  
delivery or ship; otherwise they will be  
landed into the same Company's Godowns  
without risk and expense.

Options of Goods will be carried on unless  
instructions are given to the contrary be-  
fore Noon, To-day.

No Fire Insurance has been effected.  
Damaged Packages must be left in the  
Godowns for examination by the Con-  
signee and the Co.'s representative at an  
appointed hour. All claims must be pre-  
sented within ten days of the steamer's  
arrival here, after which date they cannot  
be received.

No claims will be admitted  
after the goods have left the Godowns.

NIPPON YUSEN KAISHA.  
Hongkong, March 16, 1910.

GLEN LINE OF STEAMERS.  
NOTICE TO CONSIGNEES.

FROM ANTWERP, MIDDLESBORO,  
HULL, LONDON & STRAITS.

THE Steamship GLENFARGO,  
Captain HARTWELL, having arrived from  
the above Ports, Consignees of Cargo  
are hereby informed that their Goods are  
being landed at their risk into the Godowns  
of the Kowloon and Kowloon Wharves  
and Godowns Co., Ltd., at Kowloon, and  
stored at Consignee's risk and expense.  
Consignee's Bills of Lading must be  
presented to obtain delivery.

Options of Goods will be carried on unless  
instructions are given to the contrary be-  
fore Noon, To-day.

All broken, chafed, and damaged Goods  
are to be left in the Godowns, where they  
will be examined on WEDNESDAY, the  
23rd inst., at 3 p.m.

All claims must be presented within  
fifteen days of the steamer's arrival here,  
after which date they cannot be received.

No claims will be admitted after the  
Goods have left the Godowns, and all Goods  
remaining undelivered after the 23rd inst.  
will be sent to rent.

No Fire Insurance has been effected.  
Bills of Lading will be counter-signed by  
SHEWAN, TOMES & CO.,  
Agents.

Hongkong, March 10, 1910.

NOTICE TO CONSIGNEES.  
STEAMER POLYNESIEN.

COMPAGNIE DES MESSAGERIES  
MARITIMES.

Consignees of Cargo from London  
or S.S. Malapou & Dordogne, from  
Marseilles or S.S. Niger, from Havre or  
S.S. Malapou, from Bordeaux or S.S.  
Vile de Bordeaux, in connection with  
this steamer are hereby informed that their  
Goods are being landed and placed at  
their risk in the Godowns and Wharves  
at Kowloon and Godowns Co., Ltd., at  
Kowloon, where each consignment will be  
sorted out mark by mark, and delivery can  
be obtained as soon as the Goods are  
landed.

Goods not cleared by the 18th inst.,  
at 6 p.m. will be subject to rent.

No Fire Insurance will be effected by us  
in any case whatever.

All damaged packages must be left in the  
Godowns, where they will be examined at  
9 a.m. on the 17th March.

No claims will be admitted after goods  
have left the Godowns nor will they be  
recognized if presented after 10 days of  
steamer's arrival here.

Options of Goods will be landed here un-  
less instructions are given to the contrary.

JARDINE, MATHESON & Co., Ltd.,  
Agents.

Hongkong, March 12, 1910.

NOTICE

Communications relating to news should be  
addressed to THE EDITOR.

Correspondents must forward their names  
and addresses with any communications ad-  
dressed to the Editor, not for publication but  
as evidence of good faith.

All letters for publication should be written  
on one side of the paper only.

No anonymously signed communications that  
have already appeared in other papers will be  
inserted.

Letters relating to business should be addressed  
to THE MANAGER.

Orders for extra copies of the 'CHINA MAIL'  
should be sent before 11 a.m. on the day after  
publication. After that hour the supply is  
limited.—Cash 10 cts., Credit 20 cts., per  
copy.

Alterations and additions to Advertisements  
on Pages 2, 3, 6 and 7, should be sent to the  
Office, No. 5, Wyndham Street, not later than 11  
a.m.

Alterations and additions to Advertisements  
on pages 1, 4 and 5 should be sent to us not later  
than 1 p.m.

New Advertisements should be sent in  
before 3 p.m.

Advertisements and Subscriptions which are  
not ordered for a fixed period will be continued  
until countermanded.

Telegraphic Address: Mail, Hongkong.  
Telephone No. 12.

THE CHINA MAIL, Ltd.

HONGKONG, March 15, 1910.

NOTICE TO CONSIGNEES

FROM CALCUTTA, PENANG AND  
SINGAPORE.

THE Steamship Arratoon APCAR, having  
arrived from the above Ports, Con-  
signees of Cargo are hereby informed that  
their Goods will be delivered from along-  
side



